

Rural expressway intersection crashes
(Highest 5 percent based on data from 2001-2005)

		Five-year Crash Frequency						Five-year Severity Values								
COUNTY	LOCATION	Fatal and major	Fatal	Major Injury	Minor Injury	Other	Total	Fatalities and Major Injuries	Fatalities	Major Injuries	Minor Injuries	Other	Potential Remedies *	Estimated Costs *	Impediments *	Program Fiscal Year
Scott	U.S. 61 & Co Rd Y-48 (1 mile west of Davenport)	6	0	6	1	18	25	8	0	8	2	13				
Muscatine	U.S. 61 & Hershey Ave (Muscatine)	6	3	3	5	14	25	7	3	4	7	9	Interchange	\$5.4 M	None	2007
Floyd	U.S. 18 & Co Rd T-24 (1.5 miles west of Rudd)	5	0	5	3	13	21	9	0	9	5	16				
Black Hawk	U.S. 218 & Co Rd C-57/Cedar-Wapsi Rd W (1.5 miles south of Janesville)	5	1	4	5	22	32	7	1	6	10	15				
Washington	U.S. 218 & Co Rd G-36 (3 miles north of Ainsworth)	4	0	4	2	19	25	5	0	5	4	4				
Linn	U.S. 151/Dubuque Rd & Co Rd X-20 (Springville)	4	1	3	0	13	17	4	1	3	6	7				
Jasper	U.S. 65/IOWA 330 & U.S. 65/IOWA 117	3	2	1	3	5	11	7	2	5	3	4				
Henry	U.S. 34 & 260th St (west access to New London)	3	1	2	1	3	7	7	1	6	3	4				
Washington	U.S. 218 & 305th St (Crawfordsville)	3	0	3	1	1	5	5	0	5	4	0				
Henry	U.S. 34 & Co Rd X-30 (east access to New London)	3	1	2	1	1	5	5	1	4	2	2	Offset Rt. Turn lane			

SELECTION CRITERIA:
FIVE PERCENT OF THE 200 EXPRESSWAY INTERSECTIONS WITH THE HIGHEST NUMBER OF FATAL AND MAJOR INJURY CRASHES DURING 2001-2005
TIES WERE THEN RANKED BY NUMBER OF PEOPLE WHO DIED OR RECEIVED A MAJOR INJURY, THEN BY THE NUMBER OF PEOPLE RECEIVING MINOR INJURIES

* Unless noted, a traffic safety study, including alternative analysis and local input, is required before potential remedies, cost estimates and impediments can be determined